Z:\projects\2664 DD Woodland St Biddulph-Staffordshire-HHL\CAD\Croft Drawings\S278 Woodland Street Biddulph Mastercopy.dwg

CBR Value	Sub-base/Capping Thickness
>15%	150mm sub-base
5-15%	225mm sub base laid in 2 layers
2-5%	150mm sub base and 350mm capping
<2%	150mm sub base and 600mm capping

THE CONTRACTOR SHALL UNDERTAKE 3 CORES/EQUILIBRIUM CBR TESTS THROUGH THE EXISTING GROUND/ROAD ON ASHBOURNE ROAD AND THE LOCATION OF THE NEW JUNCTION AT EQUAL SPACINGS TO DETERMINE THE CBR VALUES/ITS CONDITION AND THE CONSTRUCTION DEPTHS SHOULD THEN BE BASED ON THIS VALUE AND THE CBR VALUE TABLE AS PROVIDED ABOVE.

1. ALL ADOPTABLE SEWERS AND ASSOCIATED WORKS ARE TO COMPLY FULLY WITH "SEWERS FOR ADOPTION" 7TH EDITION. ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE ON-SITE DRAWINGS PRIOR TO UNDERTAKING ANY WORKS AND ANY DISCREPANCIES WITH BOUNDARIES, FENCELINES, EARTHWORKS OR OTHERWISE REPORTED IMMEDIATELY TO THE ENGINEER PRIOR TO WORKS COMMENCING.

2. ALL HIGHWAY AND DRAINAGE WORKS TO BE TO ADOPTABLE STANDARDS AND SHALL COMPLY FULLY WITH THE LOCAL AUTHORITY SPECIFICATION, APPROVED STANDARD DETAILS AND THE RELEVANT SECTIONS OF THE DESIGN MANUAL FOR ROADS AND BRIDGES, SPECIFICATION FOR HIGHWAY WORKS AND BRITISH STANDARDS. CONTRACTOR TO ENSURE POSITIVE DRAINAGE TO ALL GULLIES PRIOR TO UNDERTAKING ANY PAVEMENT WORKS.

3. ANY PRIVATE WORKS ARE TO COMPLY FULLY WITH THE LATEST EDITIONS OF THE BUILDING REGULATIONS

4. ALL EXISTING STATIONS, INVERT LEVELS AND DRAINAGE NETWORK TO BE CHECKED BY THE CONTRACTOR AT THE START OF WORKS AND ANY DISCREPANCIES NOTIFIED TO THE ENGINEER. ALL LEVELS ARE BASED ON TOPOGRAPHICAL SURVEY INFORMATION PROVIDED BY OTHERS. ANY DISCREPANCIES BETWEEN THIS AND OTHER DRAWINGS TO BE REPORTED TO THE ENGINEER PRIOR TO CONSTRUCTION

5. ALL MATERIALS TO BEAR THE RELEVANT B.S.KITEMARK AND COMPLY FULLY WITH THE SPECIFICATIONS. ALL MATERIALS TO BE AGREED WITH THE OVERSEEING LOCAL AUTHORITY REPRESENTATIVE PRIOR TO ORDERING. ALL CONCRETE & CONCRETE PRODUCTS MUST USE SULPHATE RESISTANT CEMENT (UNLESS THE SITE INVESTIGATION REPORT PROVES THAT SULPHATE ATTACK FROM SOILS AND GROUNDWATER WILL NOT OCCUR)

6. ALL STATUTORY CONSENTS, PERMITS TO DIG, TRAFFIC MANAGEMENT APPLICATIONS ETC. AS REQUIRED UNDER HIGHWAYS ACTS AND WATER INDUSTRIES ACTS,. ARE TO BE OBTAINED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF THE WORKS (UNLESS OTHERWISE STATED). ALL WORKS ARE TO BE INSPECTED BY L.A., NHBC OR STATUTORY AUTHORITY AS APPLICABLE.

7. CONTRACTOR TO MAKE ADVANCE ALLOWANCE FOR THE MANAGEMENT AND COORDINATION OF STATUTORY UNDERTAKERS DIVERSIONS WITHIN THEIR PROGRAMME OF WORKS. PRESENCE OF STATUTORY UNDERTAKERS EQUIPMENT IN THE HIGHWAY SHOULD BE VERIFIED BY THE CONTRACTOR ON SITE PRIOR TO STARTING ANY WORKS. THE LOCATION OF STATUTORY PLANT SHOWN ON ANY PLANS IS INDICATIVE ONLY AND SHOULD NOT BE RELIED UPON FOR THE LOCATION OF ANY PIPEWORK OR CABLING. THE CONTRACTOR SHOULD CONFIRM THE LOCATION OF ALL STATS PLANT BY HAND DUG TRIAL TRENCHES PRIOR TO COMMENCING ANY WORKS. ALLOWANCE FOR THE PRESENCE OF ALL STATS APPROPRIATE PROTECTION / DIVERSION MEASURES (INCORPORATING SPLIT DUCT AND 150MM CONCRETE SURROUND OR SIMILAR STATUTORY APPROVED METHOD) IS TO BE PUT IN PLACE BY THE CONTRACTOR (UNLESS STATED OTHERWISE) WHERE STATS EQUIPMENT ARE FOUND TO BE WITHIN THE AREA OF HIGHWAY WORKS.

8. PRIOR TO ORDERING THE CONTRACTOR IS TO AGREE ALL SIGN POST/LIGHTING COLUMN MATERIALS AND FINISHES WITH THE LOCAL AUTHORITY. ALL SIGNS TO COMPLY WITH BS EN 12899:2007 AND ITS NATIONAL ANNEX. TYPE OF POSTS, FINISHES AND LIGHTING UNITS/COLUMNS TO BE AGREED WITH LA STREETLIGHTING ENGINEER PRIOR TO ORDERING. CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE PROVISION OF ALL REQUIRED EQUIPMENT AND ELECTRICAL FEEDS TO LIGHTING AND ANY SIGNALS PRIOR TO WORKS COMMENCING, CONTRACTOR TO MAKE ALLOWANCE FOR ANY LEAD-INS WITHIN THEIR PROGRAMME.

9. ALL ROADMARKINGS TO BE LAID IN ACCORDANCE WITH THE REQUIREMENTS OF THE TRAFFIC SIGNS MANUAL CHAPTER 5, TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS. ROADMARKING MATERIALS, LAYING AND PERFORMANCE TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF BS EN 1436.ALL ACCESS COVERS WITHIN THE VICINITY OF THE WORKS TO HAVE HIGH FRICTION COVERS AND AGREED WITH LA ENGINEER. PSV OF ALL LINING AND COVERS TO SUIT ADJACENT SURFACING

10. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL ADVANCE NOTICES ARE IN PLACE AND TRAFFIC MANAGEMENT AGREED FOR THE WORKS PRIOR TO COMMENCING. THE CONTRACTOR IS TO MAKE ALLOWANCE FOR THE ADVANCE PROVISION OF ALL ELECTRICAL WORKS AND EQUIPMENT FOR SIGNALS AND STREETLIGHTING WITHIN THEIR PROGRAMME OF WORKS

C.D.M. REGULATIONS 2015

IN LINE WITH THE ABOVE REGULATIONS WE ARE OBLIGED TO INFORM THE CLIENT OF THE RISKS THAT MAY BE ENCOUNTERED IN THE CONSTRUCTION OF THESE WORKS. WHEREVER POSSIBLE RISKS HAVE BEEN ELIMINATED FROM THE DESIGN, HOWEVER DUE TO THE VERY NATURE OF THIS TYPE OF WORK IT IS NOT POSSIBLE TO REMOVE ALL THE RISKS FROM THE DESIGN. WE WOULD ALSO RESPECTFULLY REMIND THE CLIENT OF HIS OBLIGATIONS TO TAKE ALL REASONABLE STEPS IN ENSURING THAT ONLY COMPETENT CONTRACTORS WHO HAVE A VALID SAFETY POLICY ARE EMPLOYED. THEY SHOULD ALSO PROVIDE SATISFACTORY RESPONSES AT TENDER STAGE AS TO THE MANNER IN WHICH THEY WILL DEAL WITH THE ELEMENTS OF RISK INVOLVED IN THIS TYPE OF WORK AND IN PARTICULAR THOSE HIGHLIGHTED BY CROFT BELOW:-

1. TRENCH EXCAVATIONS IN EXCESS OF 1.2M DEEP.
2. GUARDING TO EDGES OF EXCAVATIONS TO PREVENT PEOPLE, MATERIALS AND VEHICLES FALLING INTO EXCAVATION.
3. GUARDING OF EXCAVATIONS OUTSIDE WORKING HOURS TO PREVENT UNAUTHORISED ACCESS.
4. UNDERMINING TO ADJACENT ROADS OR STRUCTURES.
5. CONFINED SPACE OPERATIONS.
6. DEALING WITH EXISTING SERVICES.
7. TRAFFIC MANAGEMENT ON EXISTING HIGHWAYS AND PROTECTION OF SITE PERSONNEL AND MEMBERS OF THE PUBLIC.
8. PROCEDURE TO BE FOLLOWED IN EVENT OF ACCIDENT OR EMERGENCY.
9. METHOD OF WORKING WHERE CONTAMINATED GROUND IS PRESENT ON SITE.
10. CONFIRMATION WILL BE REQUIRED THAT ALL OPERATIVES ARE ADEQUATELY TRAINED, COPIES OF RELEVANT TRAINING CERTIFICATES TO BE SUPPLIED.
11. ANY CONSTRUCTION PERSONNEL, INCLUDING OPERATIVES INTENDING TO CONSTRUCT THE DESIGNS SHOWN ON THIS DRAWING SHOULD ENSURE THAT THEY HAVE BEEN REGULARLY AND THOROUGHLY BRIEFED BY THE PRINCIPAL CONTRACTOR ON ALL HEALTH AND SAFETY MATTERS AND HAVE HAD SIGHT OF:

I) THE FULL DESIGNERS AND CONTRACTORS RISK ASSESSMENTS AND RISK REGISTERS.
II) THE DEVELOPED CONSTRUCTION HEALTH AND SAFETY PLAN
III) THE CONTRACTORS CONSTRUCTION METHOD STATEMENTS.

THE ABOVE LIST IS BY NO MEANS EXHAUSTIVE BUT IT DOES HIGHLIGHT OPERATIONS THAT PRESENT A RISK TO CONTRACTORS AND THE GENERAL PUBLIC.

WARNING:- PRESENCE OF EXISTING STATS EQUIPMENT IN THE VICINITY OF WORKS

PRESENCE OF STATUTORY UNDERTAKERS EQUIPMENT IN THE HIGHWAY SHOULD BE VERIFIED BY THE CONTRACTOR ON SITE PRIOR TO STARTED ANY WORKS. THE LOCATION OF STATUTORY PLANT SHOWN ON ANY PLAN IS INDICATIVE ONLY AND SHOULD NOT BE RELIED UPON FOR THE LOCATION OF ANY PIPEWORK OR CABLING. THE CONTRACTOR SHOULD CONFIRM THE LOCATION OF ALL STATS PLANT BY HAND DUG TRIAL TRENCHES PRIOR TO COMMENCING ANY WORKS. ALLOWANCE FOR THE PRESENCE OF ALL STATS APPROPRIATE PROTECTION / DIVERSION MEASURES (INCORPORATING SPLIT DUCT AND 150MM CONCRETE SURROUND OR SIMILAR STATUTORY APPROVED METHOD) IS TO BE PUT IN PLACE BY THE CONTRACTOR (UNLESS STATED OTHERWISE) WHERE STATS EQUIPMENT ARE FOUND TO BE WITHIN THE AREA OF HIGHWAY WORKS.

EXISTING GULLY WITHIN MOUTH OF ACCESS JUNCTION TO BE REMOVED AND REPLACED WITH NEW GULLY AS SHOWN. NEW GULLY TO UTILISE EXISTING GULLY TAILPIPE CONNECTION TO SEWER TO THE SATISFACTION OF THE OVERSEEING LA ENGINEER. CONTRACTOR TO CONFIRM ADEQUATE CONNECTIONS PRIOR TO THE COMMENCEMENT OF WORKS.

EXISTING PRIORITY OVER ONCOMING TRAFFIC SIGN TO BE RELOCATED AS SHOWN.

EXISTING ILLUMINATED GIVE WAY TO ONCOMING VEHICLES SIGN TO REMAIN IN PLACE AND UNAFFECTED BY THE WORKS.

EXISTING PRIORITY GIVE WAY ARRANGEMENT TO REMAIN IN PLACE AND UNAFFECTED BY THE WORKS.

PRIOR TO COMMENCING WORKS THE CONTRACTOR IS TO ENSURE THAT INTERFACE LEVELS AND PAVEMENTS BETWEEN THE OFF-SITE S278 DESIGN AND INTERNAL ON-SITE DESIGN TIE IN AND ANY DISCREPANCIES TO BE REPORTED IMMEDIATELY TO THE ENGINEER. ALL THRESHOLDS ARE TO TIE IN AND PAVEMENT-KERBING MADE GOOD WITH LOCALISED REPAIRS WHERE NECESSARY TO THE SATISFACTION OF THE OVERSEEING LA ENGINEER. CONTRACTOR TO CONFIRM ADEQUATE FALLS TO ADJACENT DRAINAGE AREAS PRIOR TO COMMENCING WORKS.

EXISTING GULLY ADJACENT TO NEW DRIVEWAY CROSSOVER TO BE REMOVED AND REPLACED WITH NEW GULLY AS SHOWN. NEW GULLY TO UTILISE EXISTING GULLY TAILPIPE CONNECTION TO SEWER TO THE SATISFACTION OF THE OVERSEEING LA ENGINEER. CONTRACTOR TO CONFIRM ADEQUATE CONNECTIONS PRIOR TO THE COMMENCEMENT OF WORKS.

NEW VEHICLE CROSSOVERS TO BE PROVIDED TO NEW. PRIVATE DRIVEWAY AREAS

NOTES

FULL DEPTH CARRIAGEWAY CONSTRUCTION:NO LIMESTONE AGGREGATE TO BE USED IN SURFACE COURSES OR ANY SURFACES TO BE TEMPORARILY TRAFFICKED). ALL MATERIALS TO BE LAID AND TRANSPORTED IN ACCORDANCE WITH THE SHW. BOND COAT TO BE APPLIED IN BETWEEN ALL BOUND LAYERS AS PER BS 594987:2010 SECTION 5.5 AND IN ACCORDANCE WITH THE SHW.

SURFACE: 40MM THICK SMA 10 SURF 40/60 PSV MIN 60, AAV MAX 12 TO BS EN 13108-4.

BINDER: 60MM THICK AC 20 DENSE BIN 100/150 REC TO PD 6691 TABLE B.11.

BASE: 100MM THICK AC32 BASE 100/150 REC TO BS EN 13108.

SUB BASE: 225MM THICK SUB-BASE IN TYPE 1 GRANULAR MATERIAL TO MCDHW Cl. 901 AND 803.

CAPPING: IN ACCORDANCE WITH SCC DESIGN GUIDE AND BASED ON CBR VALUE. LAID AND COMPACTED TO THE SPECIFICATION OF HIGHWAY WORKS CLAUSE 613.

THE CAPPING AND SUB BASE THICKNESS ARE TO BE BASED ON AN ASSUMED CBR VALUE OF LESS THAN 2% UNLESS IT CAN BE DEMONSTRATED THAT A HIGHER EQUILIBRIUM CBR VALUE IS ACHIEVABLE FOLLOWING TESTING BASED ON A LABORATORY BASED EQUILIBRIUM CBR TEST. PLEASE NOTE THAT IN SITU TESTING WILL NOT BE ACCEPTABLE TO SCC AND CONTRACTOR SHALL UNDERTAKE 3 EQUILIBRIUM CBR TESTS AT EQUAL SPACING ALONG THE FOOTPRINT OF THE PROPOSED ACCESS ROAD. CONTRACTOR TO REFER RESULTS TO A REPRESENTATIVE OF THE LOCAL AUTHORITY AND THE SCC RESIDENTIAL DESIGN GUIDE APPENDIX E HIGHWAY SPECIFICATION FOR FURTHER GUIDANCE ON SUB-BASE CAPPING RELATIONSHIP. ALL MATERIAL WITHIN 450MM OF THE FINISHED ROAD SURFACE SHALL BE NON-FROST SUSCEPTIBLE.

VEHICLE CROSSOVER CONSTRUCTION

20MM THICK AC6 DENSE SURF 160/220 REC TO PD 6691 TABLE B.16, MIN PSV 45.
50MM THICK AC20 DENSE BIN 160/220 REC TO PD 6691 TABLE B.11.
225MM GRANULAR TYPE 1 SUB BASE TO MCDHW Cl. 801 AND 803.

FOOTWAY CONSTRUCTION

20MM THICK AC6 DENSE SURF 160/220 REC TO PD 6691 TABLE B.16, MIN PSV 45.
50MM THICK AC20 DENSE BIN 160/220 REC TO PD 6691 TABLE B.11.
75MM GRANUALR TYPE 1 SUB BASE TO MCDHW Cl. 801 AND 803.

FOOTWAY RESURFACING

EXISTING FOOTWAY SURFACE AND BINDER REMOVED AND REPLACED WITH FOOTWAY SPEC AS ABOVE.

KERBING

ALL KERBS, CHANNELS, FLAGS, EDGINGS ETC CONSTRUCTED TO THE REQUIREMENTS OF BS EN 1339,1340, BS 7533 AND BS 7263. ANY GAP BETWEEN KERB AND EXISTING CARRIAGEWAY TO BE FILLED WITH HOT POURED BITUMEN MAX WIDTH 20MM. WHERE THE GAP IS GREATER THAN 20MM IT SHALL BE REINSTATED AS SHOWN IN THE REINSTATEMENT STANDARD DETAIL. ALL NEW TO EXISTING WEARING COURSE JOINTS TO BE SEALED WITH HOT POUR BITUMEN .WHERE NECESSARY EXISTING SURFACES TO BE SAW CUT TO PROVIDE A NEAT VERTICAL EDGE. RADII BETWEEN 12M AND 20M TO BE LAID USING 600MM UNITS. 25MM UPSTAND AT VEHICLE CROSSOVERS.

HB2 — PRECAST CONCRETE 'HALF BATTERED' KERB 125X255, BS REF 'HB2' SET WITH 125MM FACE UNLESS OTHERWISE INDICATED.

EF — PRE-CAST CONCRETE 'FLAT TOP' EDGING 200X50, BS REF 'EF'. FLUSH WITH FOOTWAY SURFACE.

BN — DROPPED KERB CONSISTING OF PRECAST CONCRETE 'BULL NOSE' KERB 125 X 150 (BS REF BN) AND DROP KERBS 125 X 255/150 (BS REF DL1 & DR1). BN KERB FACE 0 TO 6MM.

TACTILE PAVING

450X450X65 CONCRETE 'BUFF' COLOURED TACTILE BLOCKS
25MM CLASS 2 CEMENT MORTAR OR 40MM CLEAN SHARP SAND OVER A MIN 75MM TYPE 1 GRANULAR SUB-BASE MATERIAL TO CLAUSE 803

EXISTING GULLY TO REMAIN.

REV	DETAILS	DRAWN	CHECKED	DATE
.	FIRST SUBMISSION	JC	MC	MAY 19

CLIENT:

HHL DEVELOPMENTS

PROJECT:

WOODLAND STREET, BIDDULPH

DRAWING TITLE:

S278 CONSTRUCTION MATERIALS

SCALES: 1:250 @ A2

DRAWN:	CHECKED:	DATE:
JC	MC	MAY 19

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DRAWING NUMBER: 2664-D003

REVISION: .

CROFT